

# **Report on Public Hearings Statewide Transportation Investment Strategy**

**State Transportation Board Meeting and Public Hearing  
Tucson, Arizona  
June 19, 2008**

**Victor Mendez, Director  
ADOT**



# Elements of Report

- **History of Strategy**
- Role of the State Transportation Board
- Arizona's Transportation Needs and Challenges
- Public Hearings and Associated Revisions to Strategy
- Final Thoughts



# History of Statewide Transportation Investment Strategy

- Decades of Studies and Dialogue
- Precedence of Funding Propositions (MAG RTP, PAG RTA)
- Private Sector Community Leaders Have Long Recognized Need and Importance of Robust Transportation System
- Private Sector has Approached Public Sector to Partner and Take Action
- Executive Order 2008-02 requested List of Critical Needs



# Preliminary Critical Needs Purpose

- Provide Governor Napolitano with a tool to initiate discussions on sustainable transportation finance
- Utilize past planning and programming efforts to the greatest extent possible
- Identify preliminary illustration of 2030 state, regional and local multimodal needs
- Provide an “order of magnitude” cost estimate for critical 2030 needs
- Identify representative projects that illustrate the needs



# Preliminary Critical Needs Definition

- **Total Identified Needs Statewide \$165 B**

- Statewide High Capacity \_\_\_\_\_ \$110 B  
Roadway Projects
- Public Transit/Rail Projects \_\_\_\_\_ \$ 25 B  
and Programs
- Local Transportation \_\_\_\_\_ \$ 30 B  
Improvements

- No Single Finance Mechanism Will Fulfill All Needs
- Cities, Towns, Counties and Tribal Communities Lack Resources to Address Their Critical Local Needs



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# Role of the State Transportation Board

- Appointed by Governor
- Entertain public comment on statewide transportation issues
- Advise ADOT and monitor development, construction, operation and maintenance of the state's transportation system
- Adopt the State's long-range transportation plan



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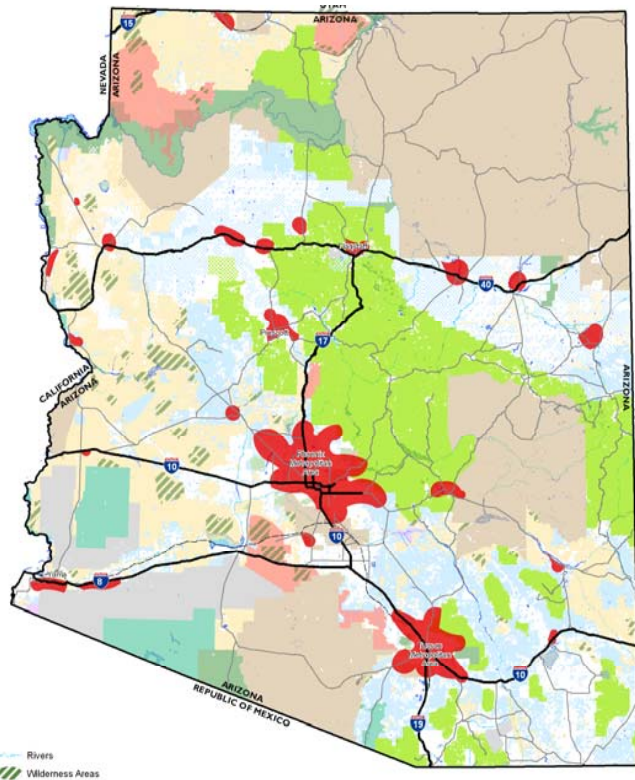
# Arizona's Transportation Future

- Construction Costs up 60% Over Last 5+ Years in Arizona
- Federal and State Fuel Tax Value Has Been Steadily Eroding
- Federal Transportation Funding (SAFETEA-LU) Expiring
- Outside Maricopa and Pima Counties, ADOT Focuses Only on Maintenance in the Near Future
- Cost of Fuel Dramatically Increasing
- Transportation Contributes 35%-45% of All Greenhouse Gas Emissions

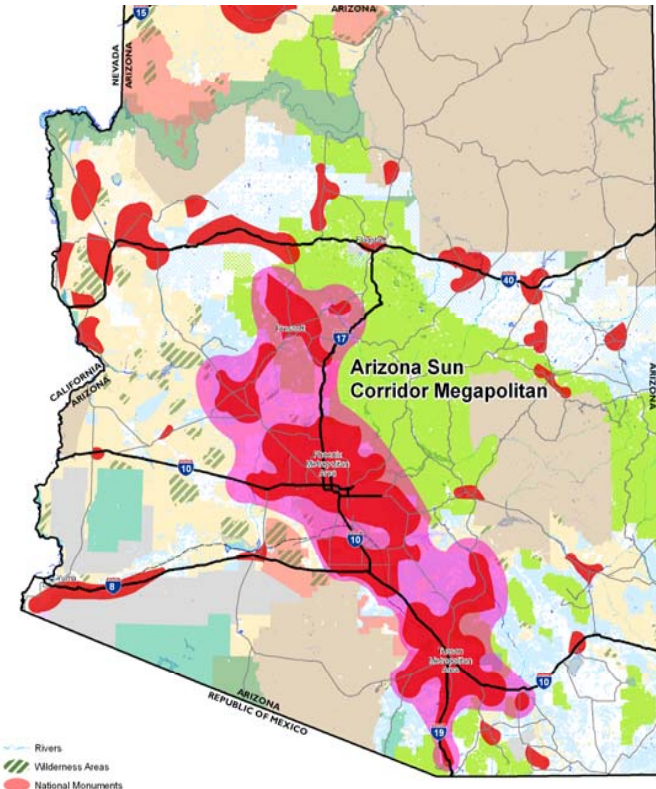


# Arizona's Future

## POTENTIAL STATEWIDE GROWTH



**2005 Growth Areas**  
Population: 5.1 million



**2050 Growth Areas**  
Population: 14.1 million



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# Public Hearings June 4, 9, and 11

## What We Heard

- Congestion is hurting Arizona's quality of life
- There is support for critical transportation improvements and ongoing planning in regions and tribal communities throughout the state
- A forward-thinking, comprehensive multimodal system is important as we grow (e.g., transit, rail, bicycle, pedestrian)
- The lack of robust transportation system is hindering state and regional economic vitality
- There is a need for assurance that funds will be protected and spent only on transportation improvements



# Revisions to Strategy

- Region-specific revisions based on existing studies, plans, and community dialogue (e.g., project limit changes to SR 264 on the Navajo Nation)
- Consistency on interstate system, and partnership with federal government to provide adequate interstate mobility
- Adjustments within “PPP” category





# Summary of Revisions

- Pinal County
  - Better connectivity between communities with corridors such as SR 347, the North-South Freeway, and SR 77
- Pima County
  - Reinforcing the system, with existing state route designated corridors such as Houghton Road, Tangerine Rd., and Valencia Rd
- Maricopa County
  - Reinforcing the RTP system with projects such as the Loop 303 and Hassayampa Freeway Network as a PPP



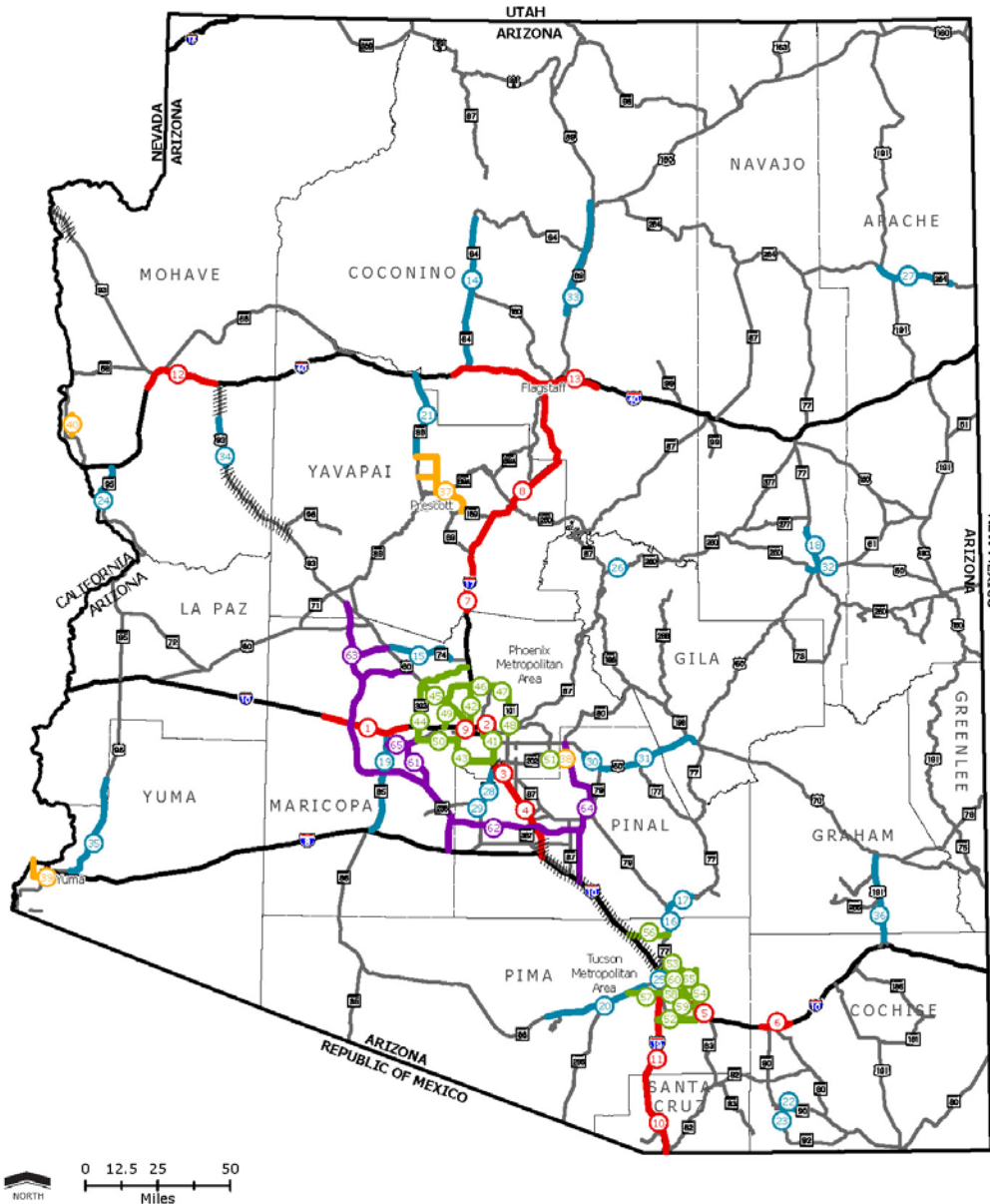
# Recommended Statewide Investment Strategy

Strategic Highway Projects*	58%	\$24.698 B
Strategic Rail and Transit Projects and Programs	18%	\$ 7.665 B
Local Mobility Projects and Programs	20%	\$ 8.517 B
Transportation Enhancement and Walkable/Bikeable Communities	4%	\$ 1.703 B
<hr/>		
<b>TOTAL:</b>	<b>100%</b>	<b>\$42.583 B</b>

\* Includes 3% Environmental Conservation Fund



# Roadway Investments

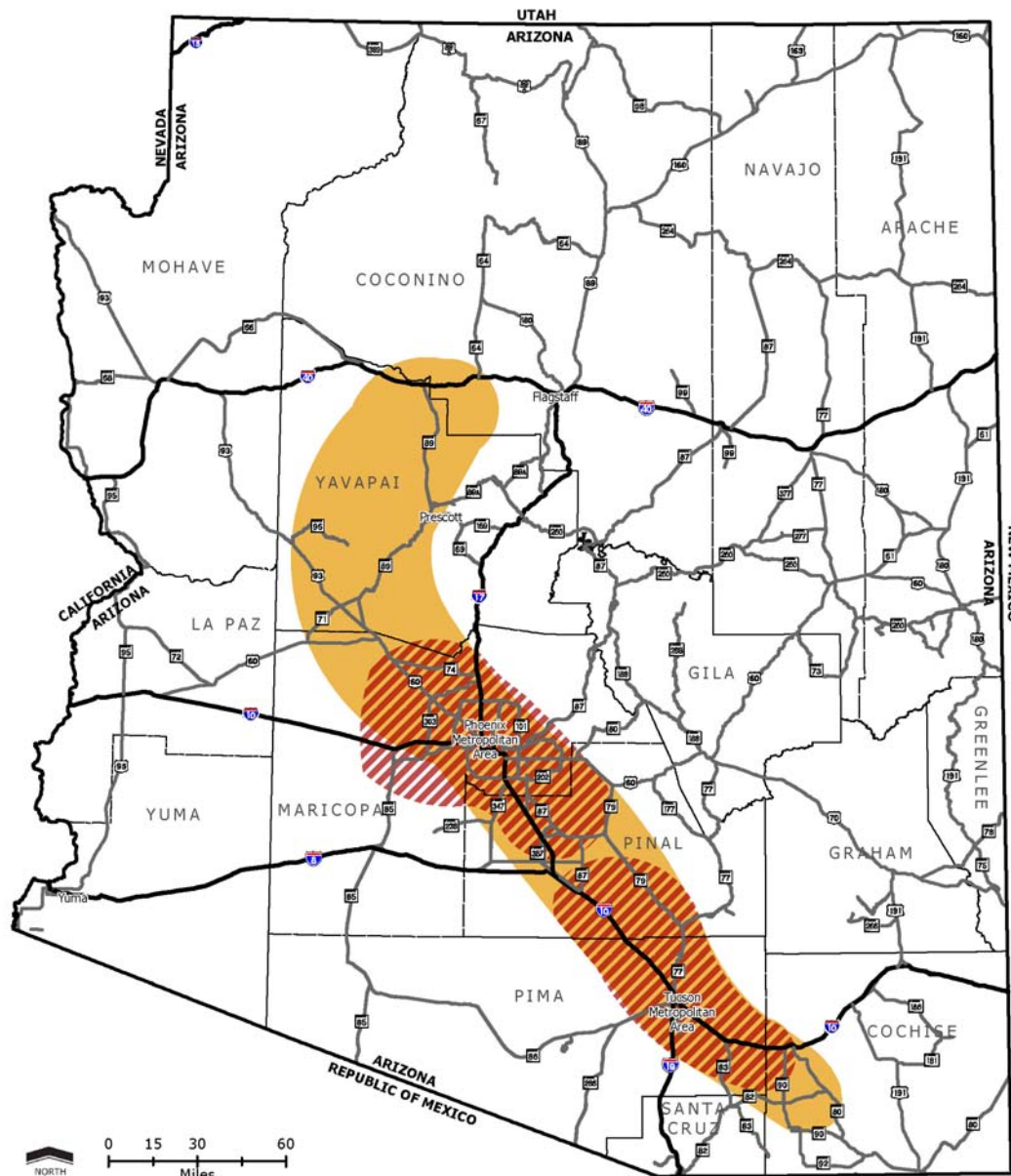


- |   |  |
|---|--|
|  | <b>Interstate Improvements</b>                           |
|  | <b>US/SR Improvements</b>                                |
|  | <b>New Corridors</b>                                     |
|  | <b>Acceleration/Expansion of<br/>Programmed Projects</b> |
|  | <b>Programmed Projects</b>                               |
|  | <b>Potential PPP Projects</b>                            |



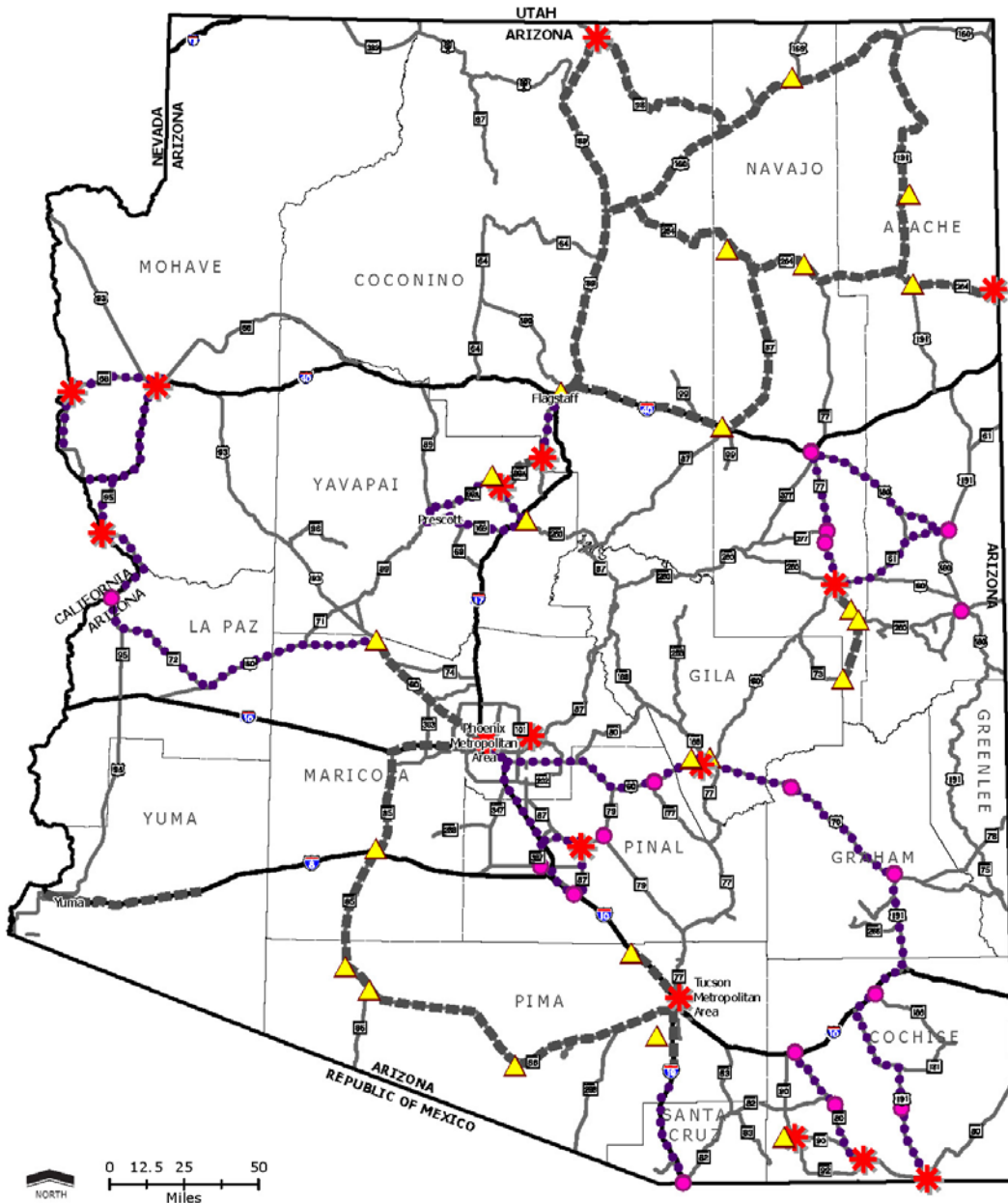


# High Speed Intercity and Commuter Rail Services






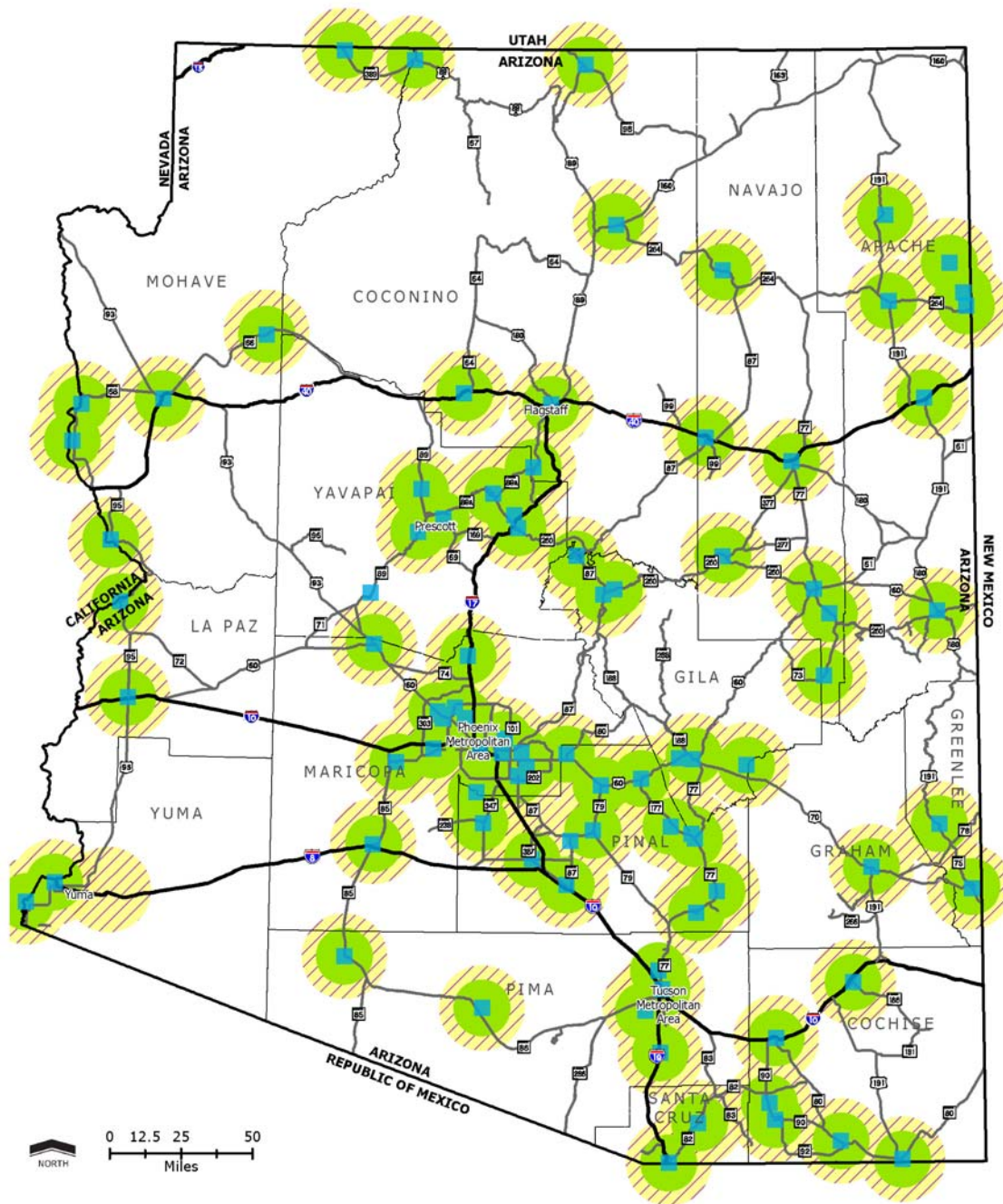
# Rural Public Transportation Program

- ■ ■ ■ ■ Current Connectors
- ● ● ● ● Potential New Connectors
- ✱ Public Transit Service Providers
- Potential New Service Provider
- ▲ Additional Community Served by Provider



# Elderly and Persons with Disabilities

-  Primary Transit Service
-  Secondary Transit Service
-  Potential Growth





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# Final Thoughts

- Statewide Collaboration
- Smart Growth/Sustainable Land Use
- Multimodal Balance
- Tribal Community Involvement
- Economic Development/Business Community Involvement
- Environmental/Conservation Community Involvement



**Thank You**

**Please remember to  
Buckle Up and Travel  
Safely!!**

